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SEEKING INFORMATION AS TO THE ENEMY: A FRENCH OFFICER EXAMINING A GERMAN PRISONER.

When a prisoner is taken at the front, he is always brought before an officer to be interrogated. Prisoners, of course, vary very much both in character and mental capacity. Some are indiscreet and quite willing to talk, while others are obstinately taciturn and

are careful not to commit themselves. In the former case, it may be possible to extract useful items of information. It is the business of the officer who interrogates a prisoner to make him as communicative as possible, a task requiring tact and judgment.

FRENCH OFFICIAL PHOTOGRAPH.

ALL THE WORLD OVER: WAR SCENES ON SEA AND LAND—

PHOTOGRAPHS No. 1 SUPPLIED BY ILLUSTRATIONS BUREAU; NOS. 2, 3, 6, AND 12, BRITISH OFFICIAL; NO. 4 ITALIAN OFFICIAL

AND THE DISASTROUS RACE-COURSE FIRE AT HONGKONG.

NOS. 5 AND 8, SUPPLIED BY C.N.; NO. 9, CANADIAN WAR RECORDS; NOS. 10 AND 11, SUPPLIED BY NEWSPAPER ILLUSTRATIONS.



OUR POWERFUL ALLY IN SOUTH AMERICA: A GROUP OF THE BRAZILIAN ARMEN WHO HAVE ARRIVED IN ENGLAND FOR SPECIAL TRAINING.



TANKS AT THE FRONT AS DISPENSERS OF MILITARY MUSIC: A TANK BAND AT A CAMP HELPING TO CHEER UP REFUGEES FROM THE BATTLE AREA.



THE NEW BELGIAN STEEL TRENCH-SENTRY HELMET: THE VIZOR UP.



WITH GENERAL MARSHALL'S TROOPS IN MESOPOTAMIA: MEAT RATIONS FOLLOWING THE ARMY.



THE GREAT BATTLE—GERMAN SACRILEGE, SHEER AND WANTON: SOLDIERS OFF DUTY LOOKING ROUND IN A DESECRATED CEMETERY.



FROM ACROSS THE ATLANTIC—U.S. WAR DEVELOPMENTS: RED CROSS WORKERS WHO HAVE UNDERTAKEN TO SUPPLY PASSING TROOPS EN ROUTE WITH COFFEE AND CIGARETTES.



AT A TYNE SHIPYARD—THE MOULD-LOFT, AN INDISPENSABLE CONSTRUCTOR'S DEPARTMENT: SHAPING LIFE-SIZE MODEL DETAILS FOR THE BUILDING SLIPS.



A SPECIALLY EFFECTIVE DEVICE FOR DESTROYING U-BOATS: AN ITALIAN DEPTH-CHARGE "DROPPING GEAR" READY LOADED.



AT THE BRITISH HEADQUARTER STATION IN THE FAR EAST: HONG-KONG RACECOURSE FIRE DISASTER WHEN OVER 600 LIVES WERE LOST—THE COLLAPSED STAND BURNING.



THE NEW BELGIAN STEEL TRENCH-SENTRY HELMET: THE VIZOR DOWN.



IN THE U.S.: MR. MARCUS M. MARKS, THE NATIONAL DAYLIGHT SAVING ASSOCIATION PRESIDENT, TELEPHONING TO THE METROPOLITAN TOWER AT 2 A.M. TO ADVANCE CLOCKS AN HOUR.



THE GREAT BATTLE—AMONG REFUGEE PEASANTS, FLEEING FROM A DEVASTATED AREA: KINDLY ENCOURAGEMENT FROM BRITISH SOLDIERS.

Brazil is doing her part as an Ally in the Great War. Brazil war-ships are adding to watch the seas off the South American coast; military preparations are in hand; and, as the first photograph shows, Brazilian airmen—countrymen of the famous Santos Dumont—are in England, in training.—The third illustration shows the mould-loft in a great Tyne shipyard—the special workshop in shipyards and dockyards where by means of battens of wood, fitted together in curves or as required, model sections of parts of a hull are made, life-size, the battens being shaped and fixed to correspond with lines marked down with chalk on the boards of the mould-loft floor.—One of the many anti-U-boat methods of firing the "depth-charges" used by the Allies is seen in No. 4.

The cylindrical, shaped cases are shown ready to launch overboard from twin, scoop-shaped trays of half-tube section, the "dropping-gear."—The medieval shape of the Belgian sentry helmet, with hinged vizor, seen in the fifth and eighth illustrations, resembles closely the historic "war-hats" of the burgher-guard of Ypres in old-time Flemish campaigns.—The fire disaster on Hong-Kong racecourse (Illustration No. 7) took place during a meeting in February, and resulted in the loss of some 600 lives and injuries to nearly a hundred people, mostly Chinese, Japanese, and Indians. A crowded stand suddenly collapsed, and the bamboo and matting of which it was built was set on fire by the restaurant cooking-stoves in the basement, whereupon the wreckage blazed up like a bonfire.

THE HEROISM OF THE STOKEHOLD.



By ARCHIBALD HURD.

IT would be invidious to draw distinctions between the various kinds and degrees of heroism which this war has revealed, but the story of the twin-raids on Zeebrugge and Ostend enforces one of the lessons of the Battle of Jutland to which Admiral Sir David Beatty directed attention in his despatch. A high place on the roll of British heroes must be given to the engineers and their staffs of the ships of war as well as the ships of commerce which are confronting the enemy. Every normal man would prefer, if he had the choice, to confront his fate under God's sky rather than in a cramped space, whether it be a jolting tank, a noisy engine-room, a boiler-room with its stifling air, or a mine. The position of those who work below decks is exceptional, because their chance of escape in case of disaster is small. When the war closes we shall learn the impressive figures of the number of engine-room hands killed outright by enemy submarines, the crash of the torpedo coming as the signal of death.

A large number of ships of all sorts and conditions took part in the raid on the Belgian ports which the enemy occupies. Each vessel was propelled by engines, and those engines had to be tended and the steam in the boilers maintained.

The courage which leads men to volunteer for service below deck in such conditions must be of a very high order, and yet these men look like ordinary individuals. In normal circumstances, the engine-room or stokehold of a vessel at sea cannot be accounted a place of leisure or pleasure. It is difficult to imagine the conditions which exist when some perilous operation like the recent raid is being carried out. Picture the stokehold of *Vindictive* as she drew in towards the Mole at Zeebrugge. She was an old ship, with old engines and old boilers; and on her speed, particularly on the return voyage, depended in large measure the lives of all on board. A bump told the men below that she was alongside the Mole, and then followed an ordeal such as few human beings have, perhaps, ever experienced.

Stripped to the waist, singing, joking, and perspiring, they carried on as though no great arbitrament were proceeding close at hand. But the sound of crashing shells, the orders of officers, and the cries of the men in fierce combat reminded them of the deadly work which was going on. Now and again news came down indicating how things were going, but in the main the men below decks knew little of what

was happening until *Vindictive*, battered and torn by many shells, at last returned to port. Perhaps an artist will some day depict the scene as these men fed the fires and tended the engines while the old cruiser made her way home, the target of enemy guns. Speed meant life, and the men worked in full realisation of all that depended upon their efforts. It is reported that when the Engineer Commander entered the boiler-room later on and asked the Artificer Engineer in charge what he had to say about his men, the reply was laconic: "I am not going to say anything for them or anything against them; but if I was going to H—I to-morrow night I would have the same men with me."

And so with the Merchant Navy. When a ship is torpedoed by a pirate craft without warning, it is not infrequently in the engine-room that the explosion occurs—a dull thud, a deafening crash, and men who have hazarded their all have made the greatest of all sacrifices. While the war is in progress we cannot hope to keep pace with the rising story of its heroism, but some day we shall know the debt which is due to the men of ships of war and ships of commerce who have remained faithful unto death.

WILL AMERICA PRODUCE A GREAT GENERAL?



By E. B. OSBORN.

GERMAN humourists have been using their slapsticks on the American Generals. If we were to accept the current German view of the all-round incompetence of General Bridges, General Pershing, and the rest, we should have to believe that an American leader in the field, when opposed to a product of the German War Academy, would have "no more chance than a cat with tallow legs would have if chased through hell by an asbestos dog." The similitude is a characteristic scrap of American humour, and far beyond the capacity of any Berlin compiler of jokes for the million; and it will not be surprising if Ludendorff's picked commanders find the American leadership, when it matures, as difficult to cope with as one of George Ade's fables in slang would be to a German professor.

For such is the adaptability of the American mind, and its quick, practical intelligence, that the new men for a new necessity have always been speedily forthcoming. "We are born haters of routine, and always at our best in facing the unexpected," said the late William James to the writer, who has not the slightest doubt that the very unexpectedness of America's participation in this world-war, intervention in which was

unthinkable three years ago, will cause great leaders to be produced—improvised, if you will—who can use the American armies as weapons of power and precision. It was so in the War of Independence, which created the military genius and shrewd staying-power of George Washington. It was so in 1812-14, when Andrew Jackson was evolved, that crafty and indefatigable commander who compelled the surrender of a British army. It was emphatically so in the Civil War, which was as fertile in the production of leaders of genius as the Napoleonic era in France—perhaps more fertile, seeing that the all-dominating personality of Napoleon, a master of detail, tended to repress the development of original gifts in his Marshals.

Both the North and the South produced great Generals in the course of the first war which can be said to have been waged on the modern scale, having regard to the numbers on either side. The chief lessons of that tremendous struggle are writ in blood-red letters. The result anticipated the recent contention of Freytag-Loringhoven to the effect that the power of absolute decision has now passed away from armies in the field. The economic pull, other things being equal, is the decisive factor. Again, the big battalions prevailed:

General Two-to-One was the victor in the American Civil War, as he was in the Franco-German and Russo-Japanese struggles. Finally, the folly of political interference is exemplified.

Jefferson Davis and his associates were constantly issuing orders to the Southern Commanders. Lincoln, on the other hand, was late in learning that war is not the business of a civilian. He sat up many a weary, dreary night over the perplexing pages of Jomini and Clausewitz before he came to that salutary conclusion. Then, having the courage of his new convictions (which was characteristically American), he gave Grant an absolutely free hand, saying, "I neither ask nor desire to know anything of your plans. Take the responsibility and act, and call on me for assistance." The American Generals of to-day, fortunately, are not likely to suffer much from the interference of politicians. President Wilson is deeply read in the history of war, and his own books severely censure the politician who dictates to leaders in the field. If the new Grand Army of the Republic produces Commanders of the calibre of Grant and Sherman on the Northern side, and R. E. Lee, Stonewall Jackson, and Johnstone on the Southern side, there will be no need to fear comparison with the German leadership.

THE HARVEST OF HEDGEROW AND MEADOW.



By S. L. BENSUSAN.

FEW people seem to realise the extent to which the countryside offers us food that, by reason of our ignorance, is allowed to go to waste. We are beginning to use some of the good things, but not enough. Young nettle-leaves, plunged into boiling water to disarm the sting, and then cooked like spinach, are better than what they imitate in point of delicate flavour; the young leaves of the dandelion make an excellent salad; young bracken fronds are second only to the best asparagus. There is a wild spinach of the fields, quite excellent; and what can be better than the wild strawberry (*fragaria vesca*) from which the monarchs of the hothouse and the plebeians of the vegetable garden alike trace descent? The elderberry and the sloe make excellent wine; and so, too, will such despised growths as the mangold and the parsnip.

For years past I have endeavoured to turn some of the good things of field and lane and wood to useful purpose—to revive a few at least of the customs that were common in the days when every housewife consulted some herbal and every country house held its still-room. Time and opportunity do not help us much nowadays, but there is a certain amount of accomplishment. We have our elder-

berry wine, elderberry cordial, and elderberry jam, this last being made, as a rule, with a mixture of crab-apples. The flower of the elder is excellent in pastry, and elder-flower water is a great eye-wash invaluable to those who sit late over books or in an atmosphere impregnated with tobacco smoke.

The berberis, or barberry, is another shrub that serves a variety of purposes. In the next few weeks it will draw the queen wasps on their return to life and activity after the long winter rest. They will be found round the barberries at all times when the sun is strong, and will be killed by the score, to the great improvement of the fruit prospects. If there should be laurel in the garden and no barberry, the queens will be found round the laurels. The strong smell would appear to be the attraction, and I find that the wasp-pots do best along the laurel hedge. When in the fulness of time the barberries turn from flower to fruit, the berries will make an admirable jam with a slightly tart and piquant flavour. The bark has medicinal values.

There are a score of edible fungi over and above the common and horse mushroom offered by Nature

and neglected by man. The only trouble is that you can find many that are poisonous, and it is not easy for the amateur to distinguish between them. In the days when I found time to go hunting the edible fungus I used to carry in my pocket an excellent little book issued by the Board of Agriculture with coloured drawings of all species, the safe and the deadly. Armed with this, I would fill a basket with most delicious dainties that in ordinary circumstances would have been trodden underfoot at sight.

I have known the bullace plums to be left rotting on the branches after late autumn frosts have mellowed them, and crab-apples to fall neglected year after year. I created a mild sensation once by buying up, for my own consumption, a fine crop of quinces from a tree that (said its owner) "aggravated" her. "You see, Sir," she said, "that git kivered o' blossom come the spring an' kivered o' fruit come the autumn, an' neither on 'em any good to anybody." Foolishly, I gave her a pot of quince marmalade, and in the following year the price of the quinces was doubled. But even then the price was low when we remember the quality of the "Cydonian apple"—the Golden Apple that Paris gave to Venus.

A CHECK BEYOND JORDAN: AUSTRALIANS AT ES SALT, SINCE EVACUATED.

OFFICIAL PHOTOGRAPHS.



BUILT BY THE BRITISH TO REPLACE A CONCRETE ONE DESTROYED BY THE TURKS: A PONTOON-BRIDGE OVER THE JORDAN AT EL GHORANIYEH.



WHERE THE TURKS WERE REPULSED ON APRIL 11: THE PONTOON-BRIDGE AT EL GHORANIYEH—CAMEL TRANSPORT CROSSING.



IN THE MAIN STREET AT ES SALT: AUSTRALIAN MOUNTED MEN RESTING.



TWICE ENTERED BY THE BRITISH AND TWICE EVACUATED: ES SALT—LONDON SCOTTISH, HEADED BY PIPERS, MARCHING THROUGH.



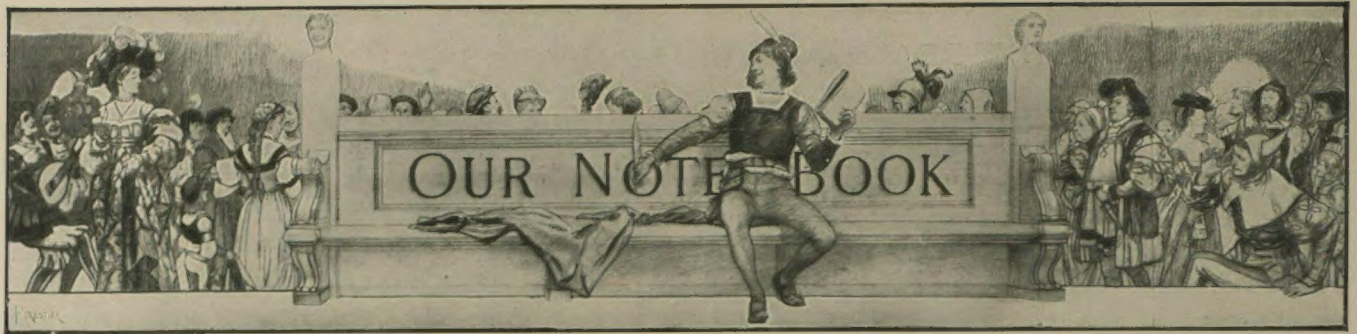
EAST AND WEST MEET OVER A CIGARETTE: A ROADSIDE GROUP AS LONDON TROOPS WERE ADVANCING THROUGH ES SALT AT DAWN.



A BRITISH ADVANCE THROUGH ES SALT AT DAWN: STRETCHER-BEARERS WITH CAMEL TRANSPORT ON THE ROAD.

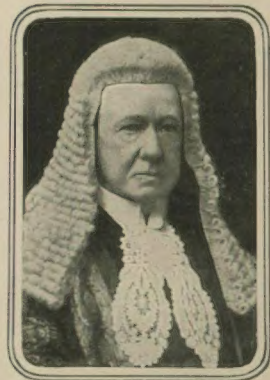
A slight check was sustained recently by the British forces operating in Palestine on the Jordan front, a few miles north of the Dead Sea. On May 6 the War Office announced: "During the night of May 3 our advanced troops holding Es Salt were withdrawn, and the force east of the Jordan was established on a line covering the principal passages of the river. The bulk of the troops were subsequently withdrawn over the river, leaving strong detachments on the east bank to secure the crossings." British troops crossed

the Jordan on March 22 and advanced through Es Salt to Amman, on the Hedjaz railway, and then withdrew, capturing 700 prisoners and 4 guns. On April 11 the Turks attacked our bridgehead at El Ghoraniyeh, but were defeated. On May 1 the British reoccupied Es Salt, but meanwhile the Turks, reinforced from Shechem, attacked a detached brigade watching a crossing 18 miles up the river, and captured 9 guns. The enemy then advanced against Es Salt.



By G. K. CHESTERTON.

THERE still lingers—or rather, lounges—about the world a special type of Conscientious Objector who is luckily in a minority, even in the small minority of Conscientious Objectors. He might more properly be described as an Unconscientious Objector—for he does not so much believe in his own conscience as disbelieve in the common conscience which is the soul of any possible society. His hatred of patriotism is very much plainer than his love for peace. But, just as the instantaneous touch of ice has been



APPOINTED MASTER OF THE ROLLS:
THE RIGHT HON. LORD JUSTICE SIR
CHARLES SWINFEN EADY.

Photograph by Russell.

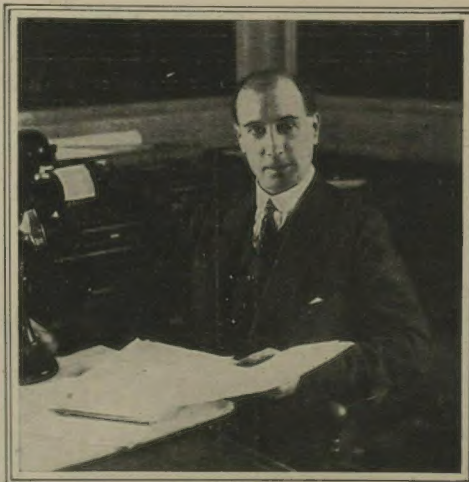
mistaken for hot iron, so the unnatural chilliness of his personality is sometimes mistaken for fanaticism. The most horribly unholy and unhappy thing about him is his youth. Most of the more representative Pacifists are old men—and indeed, saving their presence, old noodles. But they are kindly old noodles, and their pacifism is mostly a prejudice left by the last sectarian eccentricities of people who could not wholly cease to be Christians even by being Puritans. These people had always disapproved of what they rather vaguely called militarism, regarding it in some mysterious manner as a form of dissipation. As they had been taught not to look on the wine when it was red, so they were taught not to look on the uniform when it was red. They disapproved of bullets rather as they did of billiards, from a hazy association of ideas that connected it with having a high old time. Whether the experience of war is really a giddy round of gaieties, there are probably many to-day who could testify. The point here is that this sort of conscientiousness was a most comical perversion of the Christian tradition; but was still Christian, in the sense that it was a perversion of that and of nothing else. Some sincerity, some simplicity, some sorrow for others, dignified the dying sect.

But no such lingering grace clings to the remarkable young man I have in my mind. He is cold, he is caddish, he is an intellectual bully, and his intellect is itself vapid and thin. He is marked by an imaginative insufficiency which can be compared to nothing except to finding a Commander, in the thick of battle, looking into a pocket-mirror instead of a field-glass. I remember a debate nearly four years ago in which some followers of Mr. Norman Angell tried to persuade me that, by our moral progress, we had outgrown the very notion of war. When I pointed out that even to abandon war, merely to make money, indicated no moral progress at all, a young Cambridge man put his head on one side and said, "My ethics are not at all ascetic." I can see him still, with his eye cocked up at a corner of the ceiling, and the white light from a high window falling on his

funny little head. It happened to be the very day when the Austrian ultimatum went to Serbia.

And, what is worse, the spirit of this cheerless impudence has sometimes spread and chilled the blood of better men. I have noticed it lately in the last stiff pose of people who still try the stale game of blaming everybody for the war, long after the Lichnowsky revelations and the peace imposed on Russia have quite finally fixed the blame. Men like Mr. J. A. Hobson and Mr. Brailsford, in the face of these public facts and popular revulsions, merely become more stilted, supercilious, and limited to a dusty detail. As the big facts, one after another, go against them, they seem more and more interested in small facts—which are too often small falsehoods. Thus Mr. Brailsford attempts to answer an exceedingly able criticism in the *New Age* by suggesting that, while admittedly the Kaiser's Government was chiefly to blame, some individuals in the Tsar's Government may have been partly to blame. What is one to say to people who balance that tremendous admission with that trivial doubt? Perhaps it will be a practical simplification to say to Mr. Brailsford, "Very well; will you fight till the Kaiser has gone the way of the Tsar?" But ere the Kaiser's crown goes down there are crowns to be broke, and certainly not merely hairs to be split.

But even in its grosser and more aggressive form the thing remains. I remember reading a novel, which appeared some little while ago, which precisely conveyed the particular spirit I mean. It was called "The Fortune," and it was by Douglas Goldring. In its sub-title and substance it professed to be a sort of romance of intellectual friendship; but it was really rather a romance of intellectual slavery. It described the influence on



APPOINTED SECRETARY OF STATE FOR THE ROYAL AIR FORCE:
SIR WILLIAM WEIR.

a young man's life of a friend whose unconventionality ultimately took the form of Pacifism—and whose Pacifism ultimately took, as it always does take, the form of Pro-Germanism. But in this story the relations of the two are in no sense those of friend and friend, or even merely of master and pupil, but rather those of master and servant. The master exhibits in his anti-militarism the only thing that can ever be really evil in militarism—the beatification of the bully. In parts it suggests the writing of a rather morbid woman, for such

worship of superiority is almost worthy of "Ouida." It makes very little difference to the moral atmosphere, to my mind, that it is not idolatry of a supercilious soldier, but only idolatry of a man too supercilious to consent to be a soldier. And a certain interest lies in the fact that the author, like "Ouida," really writes rather well, so far as the moral atmosphere does not weaken his work. The Pacifist intellectual is effectively and truly described; only he is meant to be magnificent and attractive, and he is made repulsive and even pitiable.



APPOINTED CHIEF SECRETARY FOR
IRELAND: MR. EDWARD SHORTT,
K.C., M.P.—[Photograph by D. Edwin.]

For there is present something I for one have invariably found wherever there is the mere worship of the intellect—I mean the decay of the intellect. The Pacifist—or rather, Pro-German—utterances of the superior young man become more and more inferior; they end by being worthy of the waste-paper basket of the *Continental Times*.

I take an instance at random, as representing the ignorant and essentially commonplace cocksureness of the type I describe. There are countless others, even in this particular novel—which is a very realistic record concerning that type. Here, for instance, is a passage which one who has lingered lovingly over his *Continental Times* will recognise with a sigh—not to say a yawn: "The Germans, with all their faults, are a magnificent race, full of vigour, of imagination, and character. But the French are dying. They are the Greeks of the modern world; Paris is a reincarnation, if you like, of Athens. The French will be like a corpse round the neck of this country in the future." France is behaving like a fairly lively corpse at present; but, if anything could overpower that almost brutally energetic nation with fatigue, it might be having to read this sort of Teutonist trash for the ten-thousandth time. It were vain, I suppose, to hope for a change; to hint that other historic powers have ultimately declined besides Athens, and without doing so much for the world.

I only refer to the remark, or to the book in which it occurs, because it happens to strike exactly the note of the nonsense I have been describing. It indicates the survival of a certain sort of young man who is a Pacifist not because he is a Quaker, or because he is a Tolstoyan, or even because he is an Anarchist—but because he is a prig, and nothing else. Nor is he even a prig through too much conscientiousness, or a pedant through too much learning. He has nothing but ideas which are not only second-rate, but second-hand. He has borrowed from articles on Tolstoy the impossibilism without the idealism; and from articles on Nietzsche the way to be a Superman who will not fight.

ONE WAY OF FIGHTING U-BOATS! GERMAN PRISONERS ON THE LAND.

DRAWN BY ALFRED LEETE.



EARNING THEIR KEEP BY HEALTHY OCCUPATION, AND HELPING TO DEFEAT THEIR OWN COUNTRY'S SUBMARINE POLICY: GERMAN PRISONERS EMPLOYED ON AGRICULTURAL WORK "SOMEWHERE" IN ENGLAND, UNDER MILITARY GUARD.

The employment of prisoners of war on the land is of benefit both to them and to us. Naturally it is better for the prisoners to be out in the country engaged in healthy occupation than to be cooped up all the time in a camp, and they greatly enjoy the work, for which they are paid at the rates current in the locality, subject to the very moderate deduction of fifteen shillings a week for board and lodging. Many British farmers have expressed their satisfaction with the excellent results obtained by the use

of prisoner labour, both German and Austrian, in such tasks as ploughing, threshing, carting roots, cutting logs, clearing ditches, and laying drains. At the same time their employment is an advantage to this country as an aid to increasing food-production, and thereby defeating the objects of the German submarine campaign. In some districts county police authorities demur, but the general opinion is that the practice ought to be more widely encouraged.—[Drawing Copyrighted in the United States and Canada.]

BRITISH AND FRENCH GUNS FIRING FROM ADJOINING HILLS: ALLIED ARTILLERY CO-OPERATING BEFORE AMIENS.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



WITH FRENCH BATTERIES ON THE RIGHT AND BRITISH ON THE LEFT, AND BRITISH TROOPS IN THE FOREGROUND: AN ARTILLERY ACTION AGAINST GERMAN POSITIONS.

Our drawing illustrates an interesting situation at a point on the Allied front some miles east of Amiens on April 5, where British and French troops were working in close co-operation. In the right background are two batteries of French 75's firing towards the German positions at Villers-Bretonneux. To the left of the guns is a four-horse ammunition limber supplying them with shells. The two nearer figures are a French officer (left) and a British officer talking; while further to the left, in the centre of the drawing, is a French soldier carrying up soup for the gunners. In the left background, on the other side of the valley are some British guns (18-pounders in front, with 60-pounders behind) firing across the

French guns' line of fire, in the direction of Hangard. German shells are bursting near at hand. Just to the right of the British guns is part of the Bois de Gentelles, and a line of poplars seen through the gap between the hills marks the straight high road to Roye. In the foreground are British reserve troops waiting in and near their dug-outs. The road along the valley between the two hills was crowded at the time with lorries, horses, field-kitchens, and so on, both French and British, the men of the two armies working together with the best of goodwill.—[Drawing Copyrighted in the United States and Canada.]

THE WORLD OF FLIGHT

AMERICA AND THE AIR PROBLEM.

By C. G. GREY,
Editor of "The Aeroplane."

RECENTLY there appeared in the London Press an article under the heading which appears above, written by Mr. Edward Price Bell, purporting to explain America's position as regards the supply of aircraft in the war. Mr. Bell, with the permission of the Censor, let loose in print the statement which had been floating about verbally for some time that, up to March, America had sent only one fighting aeroplane to France, and, further, that the United States would have in France less than forty of what Mr. Bell calls "fighting 'planes'"

To tell the plain truth, nobody with any knowledge of aircraft production or of munition deals expected those vast fleets to arrive for a couple of years at least. One wise American remarked to the present writer, "We don't know anything about war, and we don't know anything about aeroplanes. We are going to make all the same mistakes you have made. But we are going to make them all in twelve months instead of in three years."

There you have something very like the real

state of affairs. People who remember having read somewhere that the first men who ever flew were Americans are apt to think that, therefore, Americans in general know more about designing and producing aeroplanes and aero-engines than do mere Europeans. The idea is based on a fallacy, for while European nations have been developing military and naval aircraft for ten years—three of them under the stress of war—American aeroplane and engine design has practically been standing still. Adam was, one believes, the first man who

ever designed and made a suit of clothes; but he would earn little to-day as a cutter for a West End tailor, and one would not expect his rate of production to be high.

The American's real ability lies in his quickness of mind, not in his omniscience. He makes as many mistakes as anyone else, but he puts them right more quickly. And that is what American aircraft producers have been doing since America entered the war some twelve months ago.

We in England began making our mistakes at the beginning of the war, and, so far as aircraft production is concerned, we put the worst of them right by about the middle of 1917, when Lord Cowdray and Sir William Weir had so pressed forward the output of aeroplanes that to-day we have actually more fighting machines than we can man. We have to thank them for the fact that, despite the heavy losses of aeroplanes during the retreat on the Somme—partly due to abandoning aerodromes in a hurry, and partly due to damage to machines and engines in combat with infantry and cavalry on the ground—the Royal Air Force to-day has more machines at its disposal than before the German offensive began. So great, in fact, has been the output that, besides supplying the increased demand

at the front, we have enough left for the intensive and extensive training of an ever-increasing number of pupils at home, and we have still some left for the training of American aviators.

Mr. Bell advances as the two leading reasons for the absence of American war aeroplanes from Europe: "(1) That the demand for 'planes in Europe was not greater than the combined Allied capacities; and (2) that it was still uncertain whether we had obtained the plans embodying the latest lessons of European experience for 'planes that probably would have the highest efficiency at the actual time of America's powerful participation in the war." He further suggests that the hold-back was intentional, because America wished to avoid "a superfluity of old-type machines in face of a crying necessity for new-type machines," and because the shipping situation did not warrant the despatch to Europe of machines which were not actually needed. Here he is on safe ground. Men and food were needed more than aeroplanes.

Those who know the facts about American aeroplane and aero-engine construction know that almost until the immediate present America has been so busy making mistakes and putting them right that, except for simple, cheap machines suitable only for the elementary training of pupil-aviators, American aeroplanes have not existed. These cheaply and quickly built training aeroplanes exist chiefly because very early in the war Great Britain placed orders for such machines with one American firm. They were not war machines in any sense, but they served their purpose. Russia, being practically without aeroplanes, later placed extensive orders with the same people. With the money thus obtained, the firm laid down extensive workshops, and to that fact America owes her present supply of training aeroplanes.

The latest news in England is that President Wilson has appointed one man to be responsible for aircraft production—apparently in place of, or over the head of, the Aircraft Production Board. Such is the wise course. The vital necessity is



THE GREAT BATTLE: A DAY BOMBING SQUADRON IN FRANCE; SOME OF THE BIG BOMBING MACHINES.—[Official Photograph.]

by next August. Unfortunately, Mr. Bell does not make clear what he, or America in general, understands by a "fighting 'plane.'"

The large, multiple-engined, multi-seated, bombing aeroplane, which is commonly called a "battle-plane" by the ignorant, is in no sense a fighting machine—except in self-defence. Such a machine, in its latest and hugest development, may well take six months to build, even when a well-equipped aircraft factory starts to produce one of a new type. To produce one of usable quality in an engineering shop unused to aircraft work might reasonably take a year.

On the other hand, the real fighting aeroplane—which is the tiny single-seater—can be built by any intelligently managed shop inside two months. And one has known a first-class aircraft factory to reproduce a sample machine, sent to it from the original designer, and have the first copy actually in the air inside five weeks from the arrival of the sample on the floor of the factory. Even the bigger and later types of two-seated fighting biplanes can be reproduced from sample in a very little longer period, provided that the work is in the hands of capable engineers, and that those engineers are allowed to go ahead without being compelled to hold up their work at intervals to wait for alterations in designs or official instructions.

Thus it may be seen that the question is largely affected by what one is intended to understand by "fighting 'plane'" or "battle-plane," for Mr. Bell uses both terms. In any case, the fact remains—whether America has delivered one fighting machine or fifty, one big bombing machine or five—that up to the present America has not delivered those vast fleets of aeroplanes which people were led to believe by over-enthusiastic journalists would darken the skies of Europe and stop the war within a few weeks of the passing of the Bill by which Congress voted untold millions of dollars for the production of aircraft in a hurry.



THE GREAT BATTLE: AN R.A.F. SCOUT BEING TUNED UP FOR A "STUNT."—[Official Photograph.]

quick production of the latest design, and organisation such as will enable that design to be changed for the next newer improvement as quickly as possible without delaying output. Aeroplane designs improve from month to month. Finally, as a purely technical point, it is no use waiting for completed drawings of new types of aeroplanes. Designers never finish altering their designs. The only effective way of reproducing an aeroplane in quantities is to take a sample machine and copy it.

A GRAND FLEET SWEEP: GERMAN ARMED TRAWLERS SURPRISED.

PHOTOGRAPHS SUPPLIED BY ILLUSTRATIONS BUREAU.



AS CAUGHT AT WORK WHEN OUR LEADING SHIPS SIGHTED HER: A GERMAN ARMED TRAWLER MINE-LAYING AND SWEEPING IN THE CATTEGAT.



HOLED UNDER WATER AND BEGINNING TO SINK: ONE OF THE GERMAN VESSELS SHORTLY AFTER BEING DEALT WITH.



JUST BEFORE THE FINAL PLUNGE: ANOTHER OF THE TEN GERMAN ARMED TRAWLERS GOING DOWN BY THE STERN.



"THEIR CREWS WERE SAVED BY THE BRITISH SHIPS": ONE OF THE BATCH OF GERMAN PRISONERS LINED UP ON DECK AFTER BEING RESCUED.



WHAT A PRISONER SAID HE HAD NOT TASTED FOR TWO YEARS: HOT TEA—OUR WAY OF TREATING ENEMIES AFTER ACTION.

The Grand Fleet, said Lord Jellicoe the other day in one of his rare speeches, both while under his own command and under that of his successor, is constantly making "sweeps" in German waters. Its cruises last year, indeed, as stated in Parliament, amounted to thousands of miles. In more than one "sweep" it has come upon small German craft and when possible disposed of them. One of the biggest affairs of the kind took place on April 15, and was given the prominence of an Admiralty communiqué, in this form:

"The Secretary of the Admiralty makes the following announcement. Commander-in-Chief Grand Fleet reports having undertaken a sweep of the Cattegat on April 15. Ten German trawlers were sunk by gun-fire, their crews being saved by the British ships. There were no British casualties." The enemy vessels were presumably out on mine-laying work. The locality in which they were caught, off the narrow straits between Denmark and Sweden, is where the enemy claim to control the waterways.

SCIENCE JOTTINGS



A GREAT MAN OF SCIENCE IN ANCIENT TIMES: PLINY THE ELDER OBSERVING THE ERUPTION OF VESUVIUS FROM THE BAY OF NAPLES. (IN 79 A.D.)



A RESULT OF THE FAMOUS NATURALISTS DESIRE TO OBSERVE THE ERUPTION AT CLOSE QUARTERS AND TO AID THOSE IN DANGER: THE DEATH OF PLINY THE ELDER BY SUFFOCATION.



A TRAGIC SCENE TO THE GREAT ERUPTION OF VESUVIUS IN 79 A.D.: THE FINDING OF THE BODY OF PLINY THE ELDER (BORN AT COMO, 23 A.D.)

THE STRANGER WITHIN OUR GATES.

IT is comforting to think that the campaign against the brown rat is at last to be seriously prosecuted, for the ravages of these invaders have long been a serious menace to us. But, unfortunately, we seem unable to realise even now that we harbour among us invaders still more potent for harm. These are the hordes of human aliens who, for years past, have silently made their way to our shores. A few years ago, it is true, we half awoke to the gravity of the menace, and even got so far as to formulate legislative measures. But foolish counsels smothered the attempt, and we must begin again. We shall probably see the matter through when that fresh start is made, for the country at large has recently had some very unpleasant proofs of the extent of this alien population and of its many ugly features.

I am concerned, not with the political aspect of this matter, but, as an anthropologist, with its bearing on the far deeper and graver aspects of its poisonous influence among us, both temperamentally and physically.

To begin with, one cannot shut one's eyes to the fact that aliens, naturalised or otherwise, earning a livelihood among us are inevitably displacing equal numbers of our own people. But this is only the beginning of the evil. For such as are thus displaced have to face an intensified struggle for existence, which recoils upon their families. For many and obvious reasons this should not be allowed. In the first place, it lowers the vitality of such families, and, in so far, endangers the well-being of the nation as a whole. Charity begins at home. In the second, every such invader, in dispossessing one of our own people, secures a stronger footing for himself, and invites a further aggravation of the evil.

If such invaders, as a whole, were remarkable for their superior qualities, we should have reason to congratulate ourselves, having in view a very certain prospect of racial improvement. But the

reverse is notoriously the case; we continue blindly to suffer this contaminating stream to flow in on us.

Since the British race is in itself a blend of races, it may be contended that a still further admixture of elements can have no ill-effects on our racial characteristics. This is a mistake, if only from the fact that a large proportion of our immigrants are physically and temperamentally of a very undesirable type. America is threatened with the same danger. But, happily, there the evil is likely to be speedily dealt with, thanks to

we have inflicted a grave injustice on our own people, and

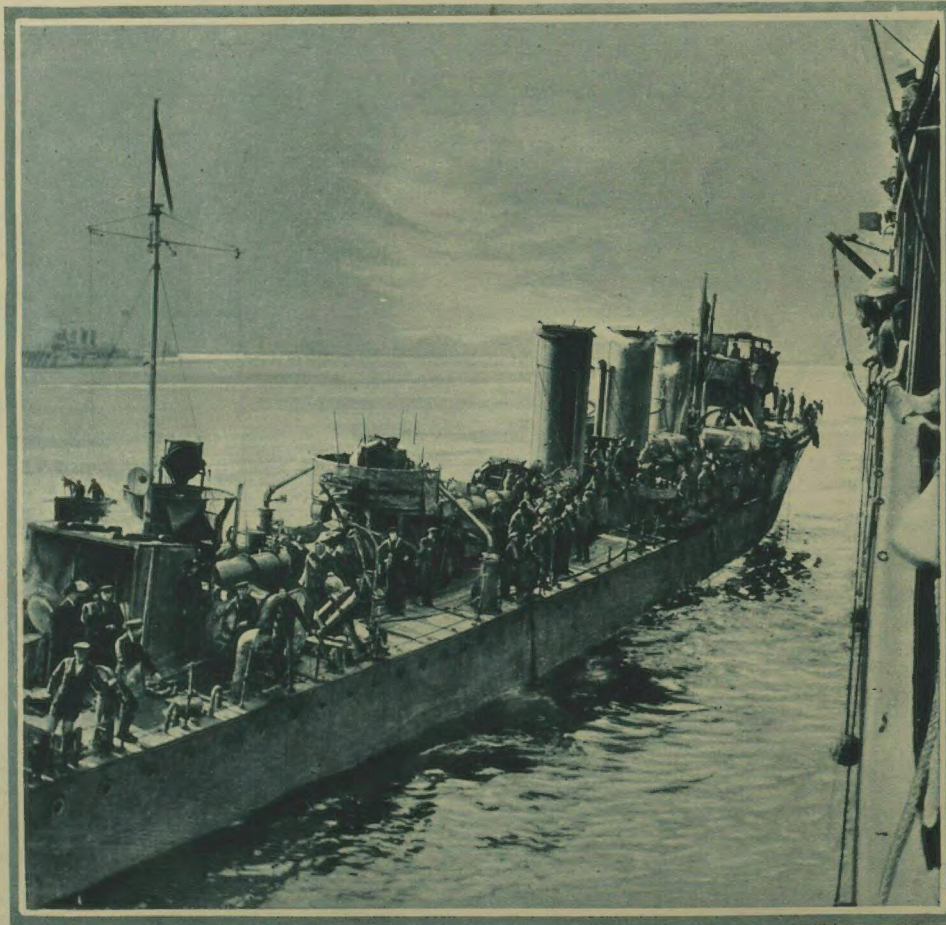
have in so far imperilled the well-being of the nation at large. We ought to remember that this country is not a hospital for incurables.

But more than this. We seem, as a people, unable to realise that our standards of liberty and justice—and they are high standards—are not transmissible to our offspring with our physical characters, but must be absorbed anew by each one of us, who starts in life with a "clean slate." Any degeneration in our physical fitness, as a race, must be accompanied by a corresponding degeneration

in our capacity to appreciate the values of right and wrong. This sense of right conduct, however, is by no means directly related to physical fitness. That "evil communications corrupt good manners" is notoriously true, and the Germans themselves afford a fearful example thereof.

It is high time that we began to seek a way of salvation. And this is to be found only in so far as we realise that we must strive not merely to attain, and maintain, a high standard of physical fitness, but no less to attain similar standards of conduct. The last are the most difficult to control, because they are ethereal. They are "emotions"; and emotion, as Sir Ray Lankester has just told us, is "a splendid driving force, but a bad guide." Though we are quite conscious of the fact that man differs from the "beasts that perish" in his ability to "think," we

make no real use of this consciousness. Nor shall we till we realise that our standards of education are defective, and will remain so till we realise the place of science among us as a factor of life, in the best sense of the term. Science is but ordered knowledge, enabling us to think truly, and to order our lives truly and wisely, through the insight afforded us into the laws of the universe, and our place therein. The more we grasp this source of strength the more carefully shall we survey the "stranger within our gates," lest he bring evil among us.—W. P. PYCRAFT.



LIFE-SAVING WORK ON THE TRADE ROUTES: A BRITISH DESTROYER COMING INTO PORT WITH PEOPLE RESCUED FROM A U-BOAT'S VICTIM.

It is but seldom that the S.O.S. of a ship sunk by a U-boat fails to reach destroyers or patrol-boats within full-speed-ahead steaming distance of the stricken vessel.—[Official Naval Photograph.]

the warning sounded by Mr. Madison Grant in his book, "The Passing of the Great Race."

But an even more serious, because more subtle, danger threatens us from the psychological side of this invasion. We boast of our glorious traditions of freedom, and our deep sense of justice and right; and, intoxicated with the fumes of our own rectitude, we open our gates wide to the outcasts and undesirables from the ends of the earth. Pleased with ourselves in this pose, we ignore the fact that

NATURE'S SUBTERRANEAN MINES: EARTHQUAKE HAVOC IN GUATEMALA.

PHOTOGRAPHS OF CATHEDRAL AND STATION BY ADOLFO BIENER.



AS IT WAS BEFORE THE EARTHQUAKE: THE CENTRAL RAILWAY STATION IN GUATEMALA CITY.



AFTER THE EARTHQUAKE THAT DESTROYED GUATEMALA CITY: RUINS OF THE CENTRAL RAILWAY STATION.



BEFORE THE EARTHQUAKE: THE FINE CATHEDRAL OF GUATEMALA CITY.



THE CATHEDRAL AFTER THE EARTHQUAKE: A COMPLETE RUIN WITH ITS TOWERS AND DOME FALLEN.



RUINS OF THE BRITISH CONSUL'S HOUSE: HAVOC TYPICAL OF THOUSANDS OF SIMILAR BUILDINGS.



WORSE THAN A GERMAN BOMBARDMENT: THE INTERIOR OF THE CHURCH OF SANTA CLARA.



RUINS OF THE BRITISH LEGATION IN GUATEMALA CITY: A PHOTOGRAPH TAKEN SHORTLY AFTER THE GREAT EARTHQUAKE.



THE BRITISH LEGATION "CARRYING ON" AFTER THE EARTHQUAKE: TEMPORARY OFFICES, DISPLAYING THE COAT-OF-ARMS.

Guatemala has been visited of late by a series of terrible earthquakes which began on November 17 last, and continued at intervals for many weeks. The most violent shocks occurred on December 25 and 27, January 3 and 24, among numerous lesser disturbances. Nearly the whole of the capital, Guatemala City, with all the churches and other public buildings, was practically destroyed, and thousands of the inhabitants rendered homeless. Many were killed, though the loss of life was less than might have been expected, through

the people being able to rush from their houses into the open. Half the population left the city, and the remainder camped out. The British Legation and Consulate were wrecked. The British Minister, Mr. Alban Young, and the Consul, Mr. Armstrong, stuck to their posts with fortitude and courage, with their families and staffs, under most harassing conditions. As temporary Legation offices, Mr. Young built a shelter of wood, canvas, and old zinc roofing, and a similar one for the Consulate.

THE ROYAL ACADEMY: SOME NOTABLE PICTURES IN THIS YEAR'S EXHIBITION.



"Nelson at the Council of War before Copenhagen, 1801."—By Arthur D. McCormick.



"Afternoon Prayers at Westminster School in War-Time."
By Fred Roe.



"The First Printing Press set up in Bristol."—By T. C. Gotch.
(By Courtesy of Edward Robinson, Esq.)



"The Adoration of the Three Kings."
By Glyn Philpot, A.R.A.



"Edward IV. being Entertained by William Canynge, Mayor of Bristol."—By Ernest Board. (By Courtesy of Ernest Savory, Esq.)



"Their Majesties King George V. and Queen Mary Visiting the Battle Districts of France"
(Panel for the Royal Exchange).—By Frank O. Salisbury.



THE ROYAL ACADEMY: EXAMPLES OF WAR-TIME ART, INCLUDING BATTLE PICTURES AND MEMORIAL SCULPTURES.



"The Battle of Bourtou Wood, 30 November, 1917."
By W. L. Wyllie, R.A.



"Admiral Beatty's Battle-Cruisers, Windy Corner, 31 May, 1916."
By W. L. Wyllie, R.A.



"Green Shutters—Viaticum, Belgium."
By Frank Spenlove-Spenlove.



"The Altar": A Study of Mourning Widowhood.
By J. Charles Dollman.



"Memorial to the Hon. John Manners, Lieut. 2nd Batt. Grenadier Guards, killed at Villers Cotterets, France, September 1, 1914."
By Bertram Mackennal, A.R.A.



"Air": Model of a Granite Figure for the Engine-Room Heroes Memorial.—By Sir W. Goscombe John, R.A.



"Bringing Up the Guns": A Pictorial Tribute to the Work of the Royal Field Artillery.
By H. Septimus Power.



"Error in Pay": A Work of Original Conception illustrating the Relations between Master and Man at a Factory on Pay-Day.
By Anna Airy.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAFAYETTE, ELLIOTT AND FRY, BASSANO, RUSSELL, H. WALTER BARNETT, SWAINE, AND HEATH.



MAJOR C. F. T. LINDSAY,
R.F.A. Second son of Lt.-Col.
Mingo Lindsay, Ystrad
Mynach, Glamorganshire, and
Glasnevin House, Co. Dublin.
Mentioned in despatches.



LIEUT. ARCHIBALD T. F.
LINDSAY,
R.E. Third son of Lieut.-Col.
Morgan Lindsay, Ystrad
Mynach, Glamorganshire, and
Glasnevin House, Co. Dublin.



LIEUT.-COL. JOHN S. COLLINGS-WELLS,
V.C., D.S.O.,
Bedford Regt. Son of Mr. and Mrs. A.
Collings-Wells, Caddington Hall, Dunstable.
Awarded, posthumously, the V.C. for great
bravery after twice being wounded.



CAPT. W. LISTER READ,
M.C.,
Cheshire Regt. Son of Mr. W.
J. Read, Moorfield, Heath Rd.,
Stockport. Officially reported
as having been killed in action.



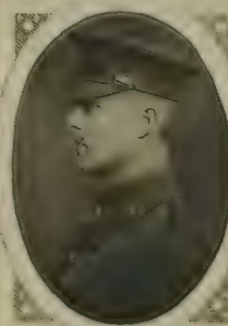
MAJOR D. C. STEPHEN-
SON, D.S.O., M.C.,
Royal Horse Artillery. Eldest
son of the late Lieut.-Col.
K. Stephenson, R.H.A., and
Mrs. Stephenson.



MAJOR NOEL S. THORNTON,
Rifle Brigade. Youngest son of
the Rev. John and Mrs. Thornton,
of Betchworth, Surrey. Had
been mentioned in despatches.
Killed in action.



BRIG.-GEN. ROBERT GORE,
C.B., C.M.G.,
Argyll and Sutherland High-
landers. Mentioned in despatches.
Son of Mr. Nathaniel Gore.
Killed in action.



LT.-COL. S. R. SEBASTIAN,
M.C.,
Oxon and Bucks L.I. Son of
Mr. Lewis Boyd Sebastian, Lex-
ham Gardens, W. Mentioned
in despatches.



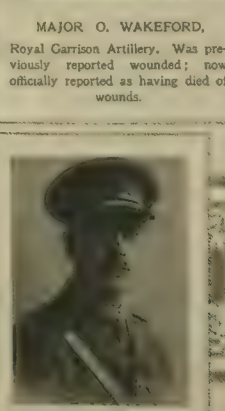
LIEUT.-COL. JOHN
E. C. DARLEY,
Hussars. Had a distin-
guished record for
service in the South
African War. Son of
Mr. and Mrs. Wellin-
gton Darley, Violet
Hill, Bray, Co. Wick-
low, Ireland.



LIEUT.-COL. L. J.
LE FLEMING,
East Surrey Regiment.
Had a distinguished
record for service in
the South African War.
Youngest son of Mr.
and Mrs. Le Fleming,
Eton House, Ton-
bridge, Kent.



LIEUT.-COL. CECIL B. MORGAN,
D.S.O.,
Durham L.I. Younger son of late
Thomas Morgan, F.S.A. Had a
distinguished service record, South
African War.



MAJOR O. WAKEFORD,
Royal Garrison Artillery. Was pre-
viously reported wounded; now
officially reported as having died of
wounds.



CAPT. W. S. STRACHAN,
R.E. Son of late Mr.
George Strachan, Victoria
Street, S.W., consulting en-
gineer, and a nephew of the
late W. T. Stead.



LIEUT. LESLIE CHARLES
GLADDEN,
Essex Regiment. Youngest son of Mr.
Frank G. Gladden, of 60, Selwyn Avenue,
Richmond, S.W. Killed in action.
Aged 19.



CAPT. E. S. APLIN,
Worcester Regt. Son of Col.
Aplin, Clinton Lodge, Bud-
leigh Salterton, South Devon,
and grandson of late Admiral
E. D'O. D'A. Aplin.



MAJOR HERBERT
WHITEHOUSE,
R.F.A. Son of Mr. Philip
Whitehouse, Moorfields,
Church Lane, Handsworth
Wood, Birmingham.

THE NAVAL OFFICER & THE 'LITTLE GREY BOOKS.'

JUST prior to the War, a brilliant young naval officer had a bad break-down, a break-down so complete that it looked as though his career were at an end. He was ordered an entire and protracted rest—not only from professional duty but from every form of work. But war broke out, and his services—he was a clever expert—were urgently needed. He rejoined.

Despite his anxiety to serve, however, he found that he was utterly incapable of performing his duties. He was keen to give that service which he knew was in him, but neither his professional pride nor his eager patriotism enabled him to overcome his handicap.

He wrote to the Pelman Institute, and became a student of "the little grey books." Within a few months that officer had so distinguished himself by ability and zeal that he was promoted to an important command over the heads of senior officers. He generously gives the credit to Pelmanism.

This officer's experience is remarkable, but by no means unique in the Pelman records. Letters are constantly being received by the Pelman Institute from Army and Navy officers, business and professional men and women, telling of extraordinary advantages directly resulting from a few weeks' study of "the little grey books," in which the simple principles of Pelmanism are so interestingly expounded.

IS "PELMANISM" WORTH WHILE?

Let any man of commonsense reflect upon the fact that nearly one hundred Admirals and Generals, as well as considerably over 25,000 other officers and men, are now Pelmanists. Would one of these waste a moment of their scanty and hard-won leisure over the study of Pelmanism unless they were convinced by plain evidence and by the private testimony of brother officers that Pelmanism is unquestionably worth while?

The extracts from letters published by the Pelman Institute during the past year or two constitute the most remarkable volume of evidence of its kind that has ever been made public. There is not a class or rank—from the highest to the humblest—from which there has not come *voluntary* evidence that the Pelman System—duly practised—NEVER FAILS TO PRODUCE ALL THE BENEFITS THAT ARE CLAIMED FOR IT.

An amusing instance of the thoroughness with which scepticism is dispelled by an acquaintance with the System is supplied by the record of a professional man who, before enrolling, expressed incredulity of the statements made.

"It was impossible," he said, "that such benefits could be attained by the study of any books or by a correspondence course of instruction. The claims are fantastic." Nevertheless he enrolled, in order to satisfy his curiosity.

Within a month that sceptic had written three letters in terms of the most enthusiastic praise of the Pelman System. "A single one of the lessons," he declared, "would be cheap to me at £100."

Comment is unnecessary. But it should be pointed out that the benefits of Pelmanism are not confined to any particular class. Every class is benefiting.

Clerks, typists, salesmen, tradesmen, and artisans are benefiting in the form of increased salaries and wages. Increases of 100 per cent. and 200 per cent. in salary are quite frequently reported; in several cases 300 per cent. is mentioned as the increase of salary due to Pelmanism!

Professional men find that "Pelmanising" results not only in an immense economy of time and effort, but also in vastly more efficient work. It says something for Pelmanism when members of such different professions as solicitors, doctors, barristers, clergymen, architects, journalists, accountants, musicians, and schoolmasters have all expressed their emphatic appreciation of the value of Pelmanism as a means of professional advancement.

Members of Parliament (both Houses), peers and peeresses, men and women high in social and political life, famous novelists, actors, and artists, scientists, professors, and University graduates and tutors—the "little grey books" have ardent admirers amongst all of these. Even Royalty is represented—and by several enrolments!

A NATIONAL INSTITUTION.

Look where you will, the new movement is permeating every section of the community. The Pelman Institute has become, in effect, a national institution, and there are many who predict that, sooner or later, it must become so in fact.

But State control could add nothing to the efficiency with which the work of the Institute is carried on. The instructional staff includes psychologists of the highest reputation on both sides of the Atlantic; every one of our great Universities is represented thereon. And the organisation of the instructional work is, in itself, a splendid tribute to Pelmanism, for every student receives individual consideration, and his or her problems or difficulties receive the close attention of a capable, practical psychologist.

All sorts of problems—some of them new and some of them familiar—are being brought every day to the Pelman Institute for advice and help; and it is safe to say that no "Pelmanist" has yet been disappointed with the assistance given.

WOUNDED OFFICERS "PELMANISING."

There must be some thousands of wounded officers and men throughout the country who are studying "Pelmanism" whilst in hospital, and these speak of "the little grey books" with real affection, not only as a source of present interest and pleasure, but also as a definite assurance of a more certain future.

Indeed, quite apart from any other advantage, the course is well worth ten times the time and money simply for the stimulus it gives. "The little grey books" fill one with a new sense of power, a new and greater belief in possibility.

It is not, however, merely a question of financial, business or professional gain that makes "Pelmanism" so desirable a training. Great as its achievements are in those directions, they are altogether transcended by the extent to which the System enables one to add to the interest and pleasures of existence. Some day, it is to be hoped, an eloquent pen will do justice to this theme—the higher values of Pelmanism.

Here is a characteristic letter bearing on the point. It was written by a University man, now in the Army:—

"The Course has prevented me becoming slack and stagnating during my Army life—this is a most virulent danger, I may add. It inculcates a clear, thorough, courageous method of playing the game of life—admirably suited to the English temperament, and should prove moral salvation to many a business man. 'Success,' too, would follow—but I consider this as secondary."

Testimony of a similar nature comes from a member of the gentle sex:—

"Though leading a busy life, my income is inherited, not earned. My object in studying Pelman methods was not, therefore, in any way a professional one, but simply to improve my memory and mental capacity, which, at the age of fifty, were, I felt, becoming dull and rusty. I have found the Course not only most interesting in itself, but calculated to give a mental stimulus and keenness and alertness to one's mind, which is just what most people feel the need of at my age."

Letters such as these, no less than those which speak of salaries doubled, positions and promotions gained, or other material advantages, make it clear that *Truth* was well justified in declaring that "the work of the Pelman Institute is of national importance"; they also explain why such distinguished public men as Sir Robert Baden-Powell, Sir James Yoxall, M.P., Mr. George R. Sims, and others have not hesitated to endorse the methods and principles of the Institute. There is no man or woman who has expressed dissatisfaction with the result of his or her dealings with the Pelman Institute.

"Mind and Memory" (in which the Pelman Course is fully described, with a synopsis of the lessons, will be sent gratis and post free, together with a full reprint of *Truth's* famous report and a form entitling readers of *The Illustrated London News* to the complete Pelman Course at one-third less than the usual fee, on application to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1



Made for YOU

to save YOU money.

This 7d. tin will save you
21 eggs.

THOUGH Goodall's Egg Powder is so largely used by the big cookery experts to get the best out of present flour, it isn't intended just for them. It's really meant for *you*, and it's made so perfectly and so accurately that you can get just as good results as they do. And first time you try, too!

IT looks quite ordinary—just a clean powder of beautiful yellow colour—yet it performs really wonderful things. It will save you three-quarters of the cost of eggs, yet give you cakes as light, as rich, as moist, and as delicious as if you had a pre-war larder to draw upon.

Banish All Flour Troubles

KEEP Goodall's Egg Powder close by when you're cooking, and you need never worry again about the drawbacks of flour. As Miss Elsie Mary Wright, Cordon Bleu Medallist of the National School of Cookery, Domestic Editress of "Everywoman's Weekly," reports: Goodall's Egg Powder 'completely solves' that trouble. "Are these really made from ordinary flour?" your folks will ask when they taste the cakes you make with Goodall's Egg Powder.



Proved by analysis

IN the "Times" Special Food Number there appeared an independent analysis of the leading varieties of Egg Powder. Miss Wright reports: "The Analysis of Goodall's Egg Powder in the 'Times Food Number' is evidence that it has been most skilfully and scientifically prepared. Its great advantage over other Egg substitutes is that it contains a minimum of baking powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. The analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates."

NOW that foods are so dear, judge them by analysis and buy Goodall's Egg Powder. Be sure you get the real thing—there are many Egg Powders, but none so good as Goodall's. Write us if your grocer hasn't it—or he can easily get it if you ask. 14d. packets; 7d. and 1/2 tins.

GOODALL, BACKHOUSE & CO., LEEDS.

THE NUTRIMENT OF A WAR FOOD.

IN view of the shortage of milk with which our rulers threaten us in the coming summer, our purveyors have taken time by the forelock, and the counters of the big stores and multiple shops are already piled with tins of preserved milk, generally but erroneously called condensed, of every known brand, besides a good many hitherto unknown marks which seem to have been invented for the occasion. It seems, therefore, likely that in a few months a good part of the town population will be taking their milk out of hermetically sealed tins and pots instead of from the familiar milk-can, and it may be as well to see what effect this change of habits is likely to have on their health.

Now it may be said at once that not all the stuff which is sold under the name of condensed milk is of equal quality or even composition. Thanks partly to the happy-go-lucky way in which such matters were conducted before the war, partly to the excessive tenderness with which, at the same period, the Government regarded every attempt by traders to make money out of a too-confiding public, the State, while punishing those dairymen whom it detected in the act of watering their fresh milk, somehow forgot to set up any standard for the same milk when it happened to be tinned. Hence a tin of one brand may be filled with milk with the cream left in, while one of another may contain merely condensed "skim." So, too, in one tin we may find sugar added in the high proportion of 45 per cent., while from its neighbour sugar is entirely absent. In yet others, sugar has been replaced by glucose or saccharine, while in some boric acid has been known to be present as a "preservative." Of these, boric acid is actively deleterious, and its use should be made punishable,

if it is not already so. Saccharine and its analogues, although not harmful in themselves, lack all the properties of a food, and their addition to the milk can only be made for the purpose of deluding the purchasers into the belief that they are consuming sugar when, as a fact, they are doing nothing of the kind. There remains the question of

or should play, in the feeding of young children. For them, as for most of their elders, milk is a complete food in itself; but only on condition that it is given as it comes from the cow, or with the addition of sugar and water only. If we deprive it of its cream, we at once take away from it a third of its nourishing properties, one pint of milk being in this respect equal to one-and-a-half pints of skim milk; while its power as a heat-producer falls off in very nearly the same proportion. If this seems to some a negligible matter, let us see how very little natural or fresh milk the whole contents of a tin are equal to. M. H. de Rothschild and M. H. Porcher, in a report which has lately been approved by the Society of Expert Chemists of France, tell us that of the different "condensed" milks examined by them the richest contained only 35 per cent. of the extract, the balance being made up of 25 per cent. of water and 40 per cent. of sugar. Another sample—made, like the first, from milk from which the cream had not been removed—consisted of 70 per cent. of water and only 30 per cent. of extract; while a third, avowedly made from skim milk, contained 25 per cent. of water, 30 per cent. of extract, and 45 per cent. of sugar. In this last, the nutritive value of the whole tinful—assuming, which is a large assumption, that preserved milk is equal in that respect to fresh—would be less than a quarter of what it would possess if filled with fresh milk. A mother ignorant of this might very easily starve her child to death in a few weeks.

In the case of invalids, the consequences might be fatal even more rapidly.

These dangers, as the distinguished men who sign the report point out, ought to be guarded against by legislation, and some of their suggestions might certainly be adopted here. Their proposal that all tins should bear on

(Continued overleaf.)



A MODERN VERSION OF THE STORY OF DANAE AND THE SHOWER OF GOLD: "DANAE—DAYLIGHT AND LAMPLIGHT"—ONE OF MR. ALBERT H. COLLINGS' PICTURES IN THE ROYAL ACADEMY. Copyright Reserved by the Artist.

cream or skim—or, in other words, whether the milk, before going through the process which is supposed to "condense" it, has been "separated" or otherwise deprived of the fatty matter which it contains when it leaves the cow.

This is a much more serious matter than appears at first sight, when we consider how large a part milk plays,

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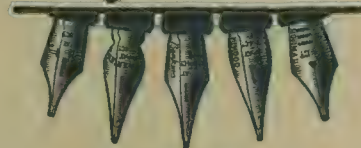
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their label the date of preparation and an analysis of the composition of the contents is a counsel of perfection which could hardly be carried into effect at this time of day, when the greater part of our stock has probably been prepared overseas; but it would certainly seem advisable that every tin should bear a statement as to whether the milk from which its contents were made was skimmed or whole, and also a caution that these last should be boiled before use, especially if they are given to infants. By this means, any pathogenic microbes which may have found their way into the tin, whether in the extract itself or in the water of dilution, run a very fair chance of being rendered harmless.

These precautions are the more timely from the rumour in the daily Press that one of our many Ministries has decided to take a census of all the tinned milk now in stock. If this is the prelude to commandeering it, they might see to the labelling of the tins themselves; if otherwise, it would at least make it easy for them to force the vendor to do so, whether under the provisions of the convenient Dora or in some other way. We must hope, however, that the proposed census is not for the purpose of fixing a maximum price for tinned milk; in which case, as we know from sad experience, it will disappear from the market altogether. F. L.

The fourth year of the War is to some extent reflected in the pages of "The Royal Academy Illustrated" (Walter Judd, Ltd.), but does not by any means dominate the spirit of this interesting and admirably produced annual publication, in which are many pictures of peaceful, rural beauty, many subjects of perennially sympathetic nature, many striking portraits, and many works of imaginative charm alike in conception and execution. The works of the Royal Academicians and Associates are represented by reproductions of striking paintings, and a large proportion of the artists are showing characteristic works, which will be instinctively identified. It may be said at once that, although the publication costs but half-a-crown, it forms a more than satisfactory souvenir of the Exhibition at Burlington House in this memorable



ACHIEVING THE UNATTAINABLE: A FIAT TRACTION MOTOR AT WORK IN THE ALPS.

year. It may be mentioned that "The Royal Academy Illustrated" is obtainable at bookstalls as well as at shops, or of the publishers, 97, Gresham Street, E.C. 2.

THE "FIAT" IN ITALY: DARING WORK IN THE MOUNTAINS.

ARTILLERY officers frequently have to choose battery emplacements giving the gunners the greatest advantages. Not infrequently this amounts, in the high Alps, to surmounting difficulties which seem insurmountable. Our photograph is of a striking picture by an Italian artist who shows such a scene in the Alps. Powerful "Fiat" tractors are seen hauling guns over a narrow ledge, as it were, hewn out of the face of the cliff. It is hazardous work, in which miscalculation means death; and it must be done by motor tractors, as horses are impossible. "Let it be done" is the fiat given, and the tractor and its team carry it into effect.

The Government having found it necessary to take possession of the chief of the London premises of the North British Rubber Company, that firm has had to acquire two separate buildings—one for the London Pneumatic Tyre Department, and the other for the Export Department. The existing premises at East Road, City Road, N., have not been interfered with.

We learn from a Welsh correspondent that we were mistaken in saying (in our issue of April 27) that the long Welsh name adopted by some Canadians at the Front for their camp, of which we gave a photograph, was partly their own invention and not an actual name in its entirety. Our correspondent writes: "It is a small village on the Menai Straits commonly known as 'Llanfair P.G.' The name, with its meaning, is constantly displayed as on this card." The card—a picture post-card, shows the full name as follows: Llanfairpwllgwyngyllgogerychwyrndrobwllantysiliogogoch. The meanings of its different component words are given thus: Church—Mary—a hollow—white—hazel—near to—the—rapid—whirlpool—church—Saint's name—cave—red. It is unique in length and forms an amusing contrast to the word "politics," which, short as it was, "surprised within himself" so much—according to the inimitable "Count Smortork."



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to wait a week or two until the local shop receives its next supply from Stafford.

Note that they are still being supplied at 19/9 a pair, the price fixed in August 1917, and that the price as well as the name is always branded with a hot die on the soles of all Delta boots and shoes.

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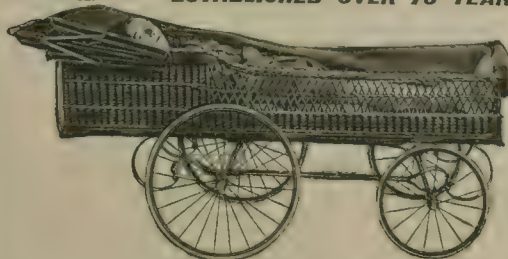
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CHESS.

10 CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

CHESS IN LONDON.

Game played at the City of London Chess Club between
Messrs. G. E. WAINWRIGHT and E. MACDONALD.
(French Game)

WHITE (Mr. W.) BLACK (Mr. M.)
1. P to K 4th P to K 3rd
2. P to Q 4th P to Q 4th
3. Kt to Q 3rd P takes P

This defence was adopted by Lasker in one of his games with Samitz for the Championship, on the ground that it gave a free game in the centre. Pillsbury, on the other hand, thought it gave White too much freedom.

4. Kt takes P Kt to Q 2nd
5. Kt to Kt 3rd

A departure from general practice for which it is not easy to find any commendation.

6. Kt to B 3rd K Kt to B 3rd
7. B to Q 3rd B to K 2nd
8. Castles Castles
9. R to K sq P to Q Kt 3rd
10. R to K sq B to Kt 2nd

WHITE (Mr. W.) BLACK (Mr. M.)
10. P to Q B 3rd P to Q B 4th
11. Kt to K 5th P takes P
12. P takes P R to Q B sq

Black has now the better game, even although his command of the Q B file is not so formidable as it appears.

13. B to K Kt 5th P to K R 3rd
14. B takes Kt Kt takes B
15. Q to R 4th P to Q R 4th
16. Q R to B sq Q to Q 4th
17. Kt to B 3rd Q to Q 3rd
18. P to Q K 3rd K R to Q sq
19. R takes R R takes R
20. Kt to K 5th Q to Q 4th
21. P to K B 3rd Q to Q 3rd
22. Kt to B 4th

A sad oversight which carries with it swift disaster.

22. Q takes P (ch)
White resigns

PROBLEM No. 3785.—By H. F. L. MEYER.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3783.—By A. M. SPARKE.

WHITE BLACK
1. Q to Q 7th Any move
2. Q, B, P, or Kt mates accordingly.

J C GARDNER (Toronto).—A corrected version of the Problem you refer to appeared in type in a subsequent copy of the paper.

E H LIVINGSTONE (U.S.S. Wyoming).—We have much pleasure in complying with your request, and trust you have received our letter on the subject. In case it has not reached you, apply to the Chess Amateur, Stroud, Gloucestershire.

R C DURELL (B.E.F., France). We are very glad indeed to hear from you, and trust all continues well.

G STILLINGFLEET JOHNSON (Cobham). We are very much indebted to you for your kindness.

J S FORBES, H G B, and OTHERS.—You are quite right; 1. R to B 7th yields another solution of Problem No. 3784.

CORRECT SOLUTION OF PROBLEM No. 3774 received from Ivor Anders (Johannesburg); of No. 3779 from J B Camara (Madeira) and J C Gardner (Toronto); of No. 3780 from G F Berry (Frankfort, Ky.) and J C Gardner; of No. 3781 from J C Gardner and C W Moore; of No. 3782 from R C Durell; of No. 3783 from G Sorrie (Stonchaven), CH Haviland (Frimley Green), Frank E Gowing, Jacob Verrall (Rodenell), C A P, R M Munro (Nantwich), L Landon (Oswestry), Rev. G Street (Telcombe), J C Gemmell (Camplington), L W Cafarata (Grantham), R J Lonsdale (New Brighton), E J Gibbs, John Isaacson (Liverpool), and J Smart.

CORRECT SOLUTIONS OF PROBLEM No. 3784 received from G Sorrie, G Stillingfleet Johnson (Cobham), J S Forbes (Brighton), J Fowler, J C Starkhouse (Torquay), A W Hamilton G'll (Exeter), J Christie (Burlingham), J C Gemmell, and F Elliot (Manchester).

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ONE OF THE THREE LARGE GRAVES AT QUEENSTOWN.

As may be made out from the board fixed over the grave seen here, the graves are in the care of the Cunard Company, the owners of the "Lusitania." Constant and reverent attention to their upkeep is paid on behalf of the Company, and the graves are a frequent scene of pilgrimage, in particular to Americans landing at Queenstown.—[Official Naval Photograph.]

professes to do no more than write a story of love and treasure-seeking; but the attitude will deceive nobody, not even when he ends gaily with "and all lived happily ever after." What he has done has been to reproduce, surely for his own deep gratification, the sounds and the scents of the shack and the wilderness, and the ways of the men who are pioneers out there on the edge of beyond. In this book, more than once, we are reminded of Joseph Conrad when he first started and thrilled us with "Almayer's Folly." That was fresh, and strangely enthralling. "Penny Scot's Treasure" has a similar freshness and fascination.

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THE CHRONICLE OF THE CAR.

The Gas Traction Committee's Report.

The Committee appointed in November last by Mr. Walter Long, as head of the Petroleum Executive, has just issued a very interesting interim report on the result of its investigations into the questions

to a pressure greater than 90 lb. per square inch, or should be of greater internal diameter than 4 inches; and, even with these limitations, containers of this class are, in the opinion of the Committee, unsafe if not properly armoured with galvanised steel wire of 0.012 inch diameter. Encouragement should be given to the construction and use of semi-rigid containers of rubber and woven wire up to working pressures of 300 lb. per square inch, and it is recommended to the Controller of Priority that he afford such assistance as may be necessary to permit developments of this description of container.

The Semi-Rigid Recommendations.

The Committee's views on the semi-rigid container certainly do not meet with approval or acceptance from those who are interested in the manufacture and use of the type. If the recommendations set forth are to be adopted, they will rule out the use of such containers as the Wood-Milne, for example, which

that such limitations as these reduce the commercial possibilities of the semi-rigid container to nothing.

High-Pressure Gas-Holders.

The Committee comes on to safer ground when it deals with the question of high-pressure containers. It voices the opinion that it is desirable to encourage forthwith, under special licence from the Board of Trade where necessary, a limited number of experiments on a commercial scale with compressed gas in rigid metal cylinders, plain or wire-wound, at pressures up to at least 1800 lb. per square inch, in connection more particularly with certain of the larger motor-omnibus undertakings and the transport departments of the more important municipal authorities, in order to obtain data for dealing with this post-war development. In some respects this is the most important of the Committee's recommendations, and it is to be hoped the Petroleum Executive will give the necessary authority to go on with the experimental work. I do not think there is any doubt that the future of gas-traction is bound up in this matter of the high-pressure container. The fabric gas-holder, non-rigid or semi-rigid, is at best a stop-gap. It is better than nothing at all as a means for tiding over a time of difficulty, but it cannot be regarded as a permanent solution of the problem of adapting gas to vehicle propulsion. That is only to be found in a strong, light metal container carrying the gas compressed to at least 100 atmospheres. Preferably it should be capable of safe working at pressures up to 150 atmospheres; but nothing under, the former figure can be regarded as satisfactory.

W. W.

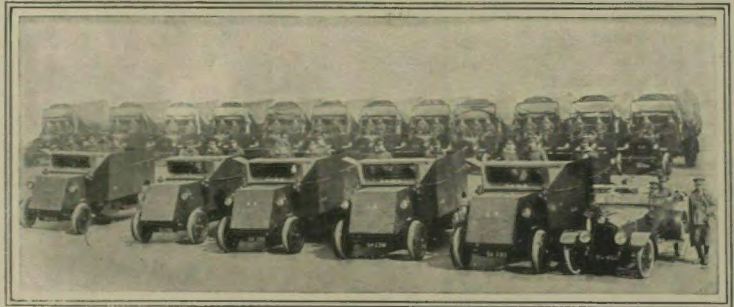


A WORK OF MERCY: FOOD FOR SUFFERERS IN JERUSALEM.

When the Allied forces occupied Jerusalem they found much destitution in the city. Starved and suffering needed urgent relief. The Syria and Palestine Relief Fund agents promptly got to work, and tons of wheat and rice were sent up by the excellent and sorely needed fund, whose offices are 110, Victoria Street, Westminster, S.W.

relating to the use of coal-gas as a motive-power for road vehicles. The report deals with three aspects of the matter, as follows: (a) The propulsion of motor vehicles by the employment of gas carried in flexible containers at or slightly above atmospheric pressure; (b) Approved limits to immediate experimental uses on a commercial scale of gas under compression for traction purposes; and (c) Authority to enable the Committee to proceed with the necessary experimental work. So far as concerns (a) there is very little that need be said. On the whole, the Committee appear to think that the present designs of flexible containers do not require much in the way of improvement. The remarks under this heading are practically confined to recommendations relating to limit dimensions and methods of fitting to the vehicle in order to avoid undue wear and tear. Further, certain specifications of recommended materials for container fabric are laid down and approved. As to (b) the Committee come on to controversial ground. The Report lays down that, in the opinion of the investigators, it is undesirable that semi-rigid containers of rubber and canvas or other proofed fabric should at present be allowed to be charged with gas

have proved exceedingly gested limitations are perilously near the ludicrous, and it would have been far better to go the whole way and prohibit the type altogether. It has been pointed out that a cylinder 4 inches in diameter and 10 feet in length would contain rather less than $5\frac{1}{2}$ cubic feet of gas at 90 lb. pressure, so that it would require forty-six such lengths to give the equivalent of a single gallon of petrol. It is clear



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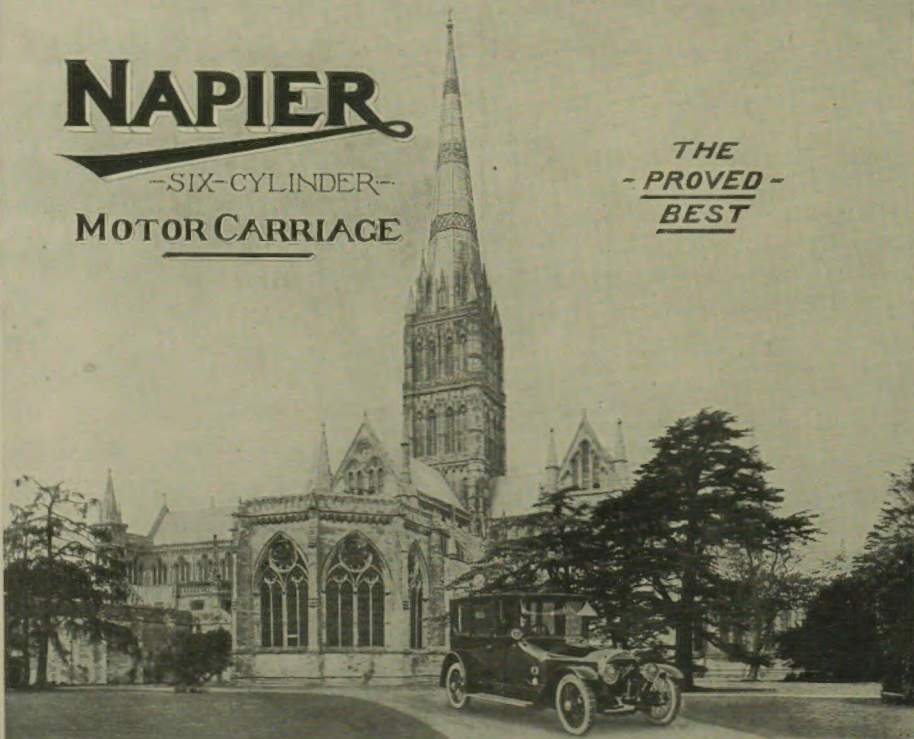
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THE PLAYHOUSES.

"UNCLE ANYHOW." AT THE HAYMARKET.

ROBERTSON'S ghost still haunts our stage. In these war-days the motto of our playwrights seems only too often to be "When in doubt, try the 'Caste' formula." And here it is at the Haymarket, adopted by no less practised a craftsman than Mr. Sutro. Once more we are shown two sisters putting up a plucky fight against poverty, the more self-possessed of them a chorus-girl who protects the prettier of the pair. Once more the girls' father is an embarrassment; but this time not because he is a drunkard, but because he is an inventor, careless of money and everything but his aeroplanes. Once more we are introduced to a family anxious to avoid an alliance with the two heroines; but it is plutocratic instead of aristocratic. And, in place of the "haw-haw" cavalry officer, it is a university don of alleged timidity and considerable verbosity who pairs off with the refined edition of Polly Eccles. But really the scheme is very much the

same, and it must be confessed that Mr. Sutro's handling of it does not compare too favourably with Robertson's. The chief storm in the girls' teacup is caused, of course, by their father; but his almost tragic repentance over having appropriated his children's savings to buy himself a model, though it gives Mr. Randle Ayrton an opportunity for a splendid display of emotion, somewhat weighs down the flimsy plot, and hardly makes up for the absence of such broad fun as old Eccles' every appearance provides in "Caste"; while the insufferable rudeness of Mr. Sutro's wealthy dame lacks the piquancy of the interventions of the Marquise. The story is pretty enough in its artificial way, but its humour is rather thin. There is some spice in the talk of the sharp-tongued but loyal-hearted chorus-girl, whom Miss Athene Seyler makes throughout amusing and delightful; Mr. Dawson Milward has some quaint lines and cuts a quaint figure as a hen-pecked husband; and Miss Lila Marivan makes a gracious little ingénue; but even Mr. Dennis Eadie's charm of manner can hardly disguise the

fact that the don is too frequently a bore, and it is the don who has the monopoly of the talk.

"HOTCH-POTCH." AT THE DUKE OF YORK'S.

If "Hotch-Potch" is really quite as much of a mélange as its name implies, it is so fortunate also as to be able to justify the claim made for it that it is "the funny revue." Its pace is fast, its music is catchy, its turns never last too long, its beauty-chorus parades and prances in gorgeous gowns, and every one of the leading members of its cast makes a genuine contribution towards the audience's entertainment. The burden of the work rests on the herculean shoulders of Mr. Fred Kitchen, and he—like in a burlesque of the Sicilian Players' chief, Signor Grasso, and in a skit on the "lonely soldier"—gives us scenes of a very genial humour. Dainty dancing from Miss Phyllis Bedells, songs from Miss Norah Delaney, whistling from Miss Marie Spink, and Cockney sketches from Miss Florence Smithers are other features calling for mention in a show that is consistently bright and varied.



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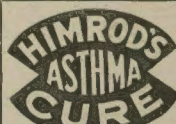
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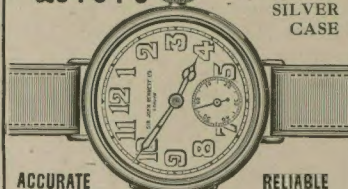
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